

# Builders Here Ask Congress For Quick Aid

## Undermyer to Present Plan for Lockwood Board, to Cut Materials Tariff and Halt the Profiteering

### Demand Foreign Brick Soaring Prices Hold Up \$100,000,000 Housing Plans of Insurance Co.

The Lockwood housing committee decided yesterday to call on Congress for emergency legislation which will permit foreign building materials to enter this country on a competitive tariff basis.

This step was taken on the representations of Samuel Undermyer, the committee's chief counsel, that the material market here has got beyond all control, that profiteering in brick, lime, sand and cement was never worse and that unless Congress provides the remedy suggested, the impetus given to building throughout the country will be paralyzed at the outset.

Want Action Ahead of Tariff

It was the counsel's suggestion that Congress be asked not to withhold action on the proposal until the settlement of the entire tariff bill now before it, but that it take up at once certain leading items of building materials as an emergency measure. Mr. Undermyer was authorized by the committee to prepare the memorial on the subject. It will probably be ready for presentation to Washington to-day.

Among the other high lights of yesterday's session was the bold assertion of Undermyer that if the union workers do not cease their alleged exactions for materials are not reduced, building operations, which have recently been so abnormally here will be seriously halted. It was unofficially reported in this connection that the \$100,000,000 building project of the Metropolitan Life Insurance Company has been held up for the moment by the soaring prices of materials.

Will Ask Prosecution of Union

On the basis of the testimony of members of the Wood, Wicks, Metal Trades union No. 8, Mr. Undermyer said he would recommend the organization for indictment as illegal and criminal. He testified that a feature of the operation of this union was that employers were compelled to join as members.

Mr. Undermyer opened the hearing with a request to those members of the committee who have steadily absented themselves from the sessions or who come straggling in an hour or more after the time set for the sessions. Only Assistant Attorney General and Senator Ward V. Tamm, acting chairman during the illness of Senator Lockwood, coming in a little later. Mr. Undermyer said that those who did not want to perform their duties on the committee should resign. In any event he said he would appeal to Governor Miller with a view to replacing the members who did not take enough interest in the committee's work to attend its sessions.

In submitting his proposal for call-

# Rail Repairing By Outsiders Held Illegal

## Labor Board Supports Union Shop Crafts' Charge That Letting Out of Contracts Is Violation of the Law

### Many Other Cases Affected Thousands of Former Road Employees Brought Back to Jurisdiction of Bureau

CHICAGO, May 10. (By The Associated Press.)—Contracting men repair work to outside firms by a railroad company was declared a violation of the transportation act, and contract provisions conflicting with the wages and working rules laid down by the railroad labor board were declared illegal in a decision handed down by the board to-day.

The decision, which is the first of a series to be handed down on disputes over "farming out" railroad labor, was made in the controversy between the union shopkeepers and the Indiana Harbor Belt Railroad. The board declared its pronouncement went "to the vitals of the transportation act." No more important dispute," the decision added, "has ever come before this board for adjudication."

While the decision applied only to the one road, the Indiana Harbor Belt Railroad, which last September contracted its repair work to the Burnham Car Repair Company, the general principles established will govern all subsequent decisions. There are now thirty-six such cases pending before the board, involving seventeen railroads. Each case, however, will be decided on its merits, the board announced, but the principles of the decision will stand.

Under the decision thousands of former railway employees, now working for contractors at wages varying from the labor board scale, are brought back under the board's jurisdiction. Rules varying from those laid down by the board are likewise, in effect, declared illegal, and the contractors' employees returned to the working rules promulgated by the board by the railroad.

The board declared that if a railroad company could remove its employees from the jurisdiction of the board, as was contended in the Indiana Harbor Belt case, "the entire transportation act would be nullified and the purpose of the Congress set at naught."

At present various roads have contracted to independent contractors work of shoveling, maintenance of machinery, clerks, firemen and other hostlers and signal men, and the board declared that if one class could be taken out from under the transportation act "there is no sound reason why each and every railroad employee in the United States cannot be given like treatment."

# Engineer Swears He Was Forced to Transport Miners

## Another Treason Trial Witness Testifies Union Chief Boasted of March, Then Ordered Men to Disband

CHARLESTOWN, W. Va., May 10. (By The Associated Press.)—C. Frank Keeney, president of District 17, United Mine Workers of America, declared he could "take his men through Logan to Mingo County if the Federal troops stayed out," at Danville only two or three hours before he made a speech there ordering the men home, one witness testified to-day in the trial of William Blizard on a treason charge growing out of the miners' march.

A railroad engineer who was forced to run a train for the armed marchers and one of the miners wounded and captured during the fighting, were also witnesses during the day. Another miner, who was present when John C. Gore, Logan deputy sheriff, was killed in a clash on Blair Mountain, testified as to what he knew of that event.

H. N. Miller, of Madison, constable for the Sixth district of Boone County, testified that Keeney made the remarks about going through Logan County during a conversation with him in Danville about noon of the day the union president went there to turn the marchers back.

George Stern, of St. Albans, was the locomotive engineer who said he was impressed to drive a train from Clatter to Horse Creek and back during the march to bring in about 500 armed men.

He said the train crew was collected by men at Clatter, all of whom were armed, and that when he refused to run the train without orders for its safety, and the operator at the sta-

tion was refused orders for the train's movement, the men got a motor car belonging to the railroad company and at all stations along the Horse Creek branch of the railroad, he testified, five men stayed on the engine with him and gave instructions as to where the train should go and when it should stop. Armed recruits were picked up at all stations along the branch of the railroad, he testified, and taken to Jeffrey and Ottawa.

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